

NAVSHIPREPFAC YOKOSUKA
LOCAL STANDARD ITEM

FY-01

ITEM NO: 099-75YO
DATE: 01 JUL 2000
CATEGORY: II

1. SCOPE:

1.1 Title: Circuit Breaker; repair

2. REFERENCES:

a. Equipment Instruction Manual

b. MIL-STD-870, Cadmium Plating, Low Embrittlement,
Electrodeposition

3. REQUIREMENTS:

3.1 Disconnect electrically and mechanically and remove each circuit breaker, using 2.a for guidance.

3.1.1 Matchmark and retain mounting hardware and fasteners.

3.1.2 Protect exposed terminal connections and internal switchboard parts from dirt and damage.

3.2 Disassemble each circuit breaker, using 2.a for guidance.

3.2.1 Inspect and test electrical and mechanical components, assemblies, subassemblies, internal circuitry, and hardware to design characteristics and determine missing and defective components, circuitry, and hardware in accordance with 2.a.

3.2.1.1 Acceptance criteria for silver contacts is that wear shall be less than 50 percent of original thickness, contacts shall have no evidence of copper migration, and shall have no irregular, burnt, or pitted interface after dressing.

3.2.1.2 Acceptance criteria for non-silver contacts is that wear shall be less than 10 percent of original thickness and contacts shall have no irregular, burnt, or pitted interface after dressing.

3.2.2 Test internal wiring, coils, and transformers for open and short circuits and 500 volt megger insulation resistance to ground. Record readings. Minimum acceptable resistance to ground shall be One megohm.

3.2.2.1 Submit four legible copies of a report listing results of the requirements 3.2.1 and 3.2.2 to NAVSHIPPREPFAC.

3.3 Remove defective and install new electrical and mechanical components, assemblies, subassemblies, internal circuitry, and hardware. Install new electrical and mechanical components, assemblies, subassemblies, internal circuitry, and hardware where missing. New material shall conform to the requirements of 2.a.

3.3.1 Clean each component free of dirt, lubricants, and other foreign matter.

3.3.1.1 Steam cleaning of circuit breakers is not authorized.

3.3.2 Resilver previously silver plated contacts in accordance with QQ-S-365.

3.3.3 Dress, burnish, adjust, and align arcing and main contacts (contacts that experience arcing in functional duty) in accordance with 2.a.

3.3.4 Replate existing cadmium plated parts in accordance with 2.b and existing zinc plated parts in accordance with ASTM B-633.

3.3.5 Dip and bake taped insulated coils and open transformers in varnish conforming to MIL-I-24092, Class 155.

3.3.5.1 Dip and bake insulated coils and open transformers in Dolph Varnish 1105, Epoxylite Esterlite 605, or Schenectady International Isolite 862M varnish in localities where MIL-I-24092 varnish does not meet Air Pollution Control Standards in Japan.

3.3.6 Remove existing and install new coil and transformer leads where insulation is defective.

3.3.7 Repair defective connections.

3.3.8 Free-up and adjust moving parts and latching mechanisms.

3.3.9 Lubricate the current-carrying parts (except for interrupting contacts) and sliding joints with lubricant conforming to MIL-L-87177, Type I, Grade B. Lubricate mechanical pivots, excluding latch roller face components, with high performance multi-purpose grease conforming to DOD-G-24508.

3.3.9.1 Apply new lubricant sparingly and wipe off excess.

3.3.10 Test and inspect molded and insulation parts in accordance with the following criteria:

3.3.10.1 Phase to phase dielectric strength 2000 volts minimum.

3.3.10.2 Surface burn marks and hairline cracks are acceptable but shall not deteriorate the mold surface or impair physical strength. Cracks are not permitted in wall section between phase and a ground plane when there is a conducting part in contact with the wall section. Cracks should not exceed 0.75 inch in length, and in no case should be greater than 50 percent of the length of the surface in which the crack appears.

3.3.10.3 Surface cracks should not exceed 1.5 inches in length, and in no case should be greater than 50 percent of the length of the surface in which the crack appears.

3.3.10.4 Submit four legible copies of a report listing results of the requirements of 3.3.10 to NAVSHIPREPFAC within 24 hours of completion of tests and inspections.

3.4 Disassemble each motor operator and motor.

3.4.1 Clean the equipment and windings free of foreign matter.

3.4.2 Test each winding for opens, shorts, and grounds.

3.4.2.1 Submit four legible copies of a report to NAVSHIPREPFAC listing defective windings within 24 hours upon completion of test.

3.4.3 Dip and bake windings in varnish conforming to MIL-I-24092, Class 155.

3.4.3.1 Dip and bake windings in Dolph Varnish 1105, Epoxylite Esterlite 605, or Schenectady International Isolite 862M varnish in localities where MIL-I-24092 varnish does not meet Air Pollution Control Standards in Japan.

3.4.4 Remove existing and install new bearings and carbon brushes in accordance with 2.a. Seat new brushes.

3.4.5 Polish the armature commutator to remove brush imprints and scoring.

3.5 Assemble each motor operator and motor.

(V) "SHOP TEST"

3.6 Accomplish a shop test of each motor operator and motor in accordance with 2.a.

(V) "SETTINGS AND MILLIVOLT DROP TEST"

3.7 Assemble each circuit breaker and accomplish adjustments and settings in accordance with 2.a.

3.7.1 Align and true each set of stationary and movable contacts to the manufacturer's specifications.

3.7.2 Accomplish millivolt drop test to each set of contacts in accordance with 2.a.

(V) "TEST, CALIBRATION, AND ADJUSTMENT"

3.8 Test, calibrate, adjust, and certify the trip units of each circuit breaker for time delay and instantaneous trip settings in accordance with 2.a.

3.8.1 Accomplish a heat run test for repaired type ACB and AQB circuit breakers.

3.8.1.1 Connect each ACB type circuit breaker to a test set and apply rated current to each individual phase of the circuit breaker for 30 minutes. After five minutes, measure the voltage across the line to load contacts of each pole and calculate the contact impedance. Satisfactory impedance for 1600-4000 ampere ACB's is below 225 microhms, and below 1050 microhms for 600-900 ampere ACB's.

3.8.1.2 Connect each AQB-type molded case circuit breaker to a test set and apply rated current to each phase simultaneously for one hour. The AQB shall not trip within that hour.

3.8.2 Submit four legible copies of a report listing the results of the requirements of 3.8.1 to NAVSHIPREPFAC.

3.8.3 Attach a calibration label to the face of each circuit breaker denoting the name and location of the calibration facility and date of calibration. In the event there is insufficient room on the face of the circuit breaker, attach the calibration label to the right hand side of the breaker as viewed from the front.

3.9 Install and connect each circuit breaker.

(V)(G) "OPERATIONAL TEST"

3.10 Accomplish final adjustments and test operate each circuit breaker, including control and safety devices as follows:

3.10.1 Close and trip each circuit breaker electrically from local and remote stations. Four consecutive successful times required.

3.10.1.1 Ensure generator heater interlock is de-energized by the generator circuit breaker only.

3.10.2 Repeat the requirements of 3.10.1 manually from local station.

4. NOTES:

4.1 Equipment instruction manual will be referenced in the invoking Work Item.

4.2 Commercial repair facilities must verify to the appropriate contracting authority the capability to accomplish repair and overhaul work. Capability to accomplish circuit breaker overhaul and repair work includes having the facilities, trained mechanics, and access to the OEM's qualified parts and repair procedures. Use of non-qualified restricted parts violates the integrity of the circuit breaker, nullifying the breaker's prior qualification under the QPL process. Restricted parts must be obtained from the OEM either directly or via (if available) the Federal stock system. If a restricted part is replaced with an unqualified part, the qualification of the particular circuit breaker is revoked, until the full set of QPL required tests are repeated and submitted to NAVSEA for approval.